THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) No, Sir. The requisite computer software has been acquired/ developed for the computerised reservation offices and~EEfT centres.

(b) and (c) Do not arise.

.. Circular Railway Calcutta

2229. SHRI MD. SALIM:

SHRIMATI CHANDRAKALA PANDEY:

Will the Minister of RAILWAYS be pleased to state steps being taken oy Government ior completion oi±; (i) 5 Km, long missing link between Princepghat and Majerhat of Circular Railway; Calcutta; (ii) for provision oi EMU type coaches in place of conventional, coaches for passengers convenience in Circular Railway; (iii) for replacement of old shunting engines by regular passenger locomotives; (iv) electrification of entire Circular Railway stratch from Dum Dum to Majerhat via Princeghat; and (v) Ifor pro vision of suitable junction arrange ment and transhipment facilities at Ultandanga and Bidhan Nagar stations to reduce the hardships of passengers of Dum Dum, Kalkurgachi, salf Lake and neighbouring areas?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (i) Calcutta Port Trust authorities are not agreeable to part with the requisite land, through which the proposed alignment passes. Under the circumslances; as an alternative; elevated track through customs bonded area; as well as Garden Reach Road and Circular Garden Reach Road has been considered A Feasibility Study, has been taken up and further action would depend upon the result of the survey.

(ii) Conventional coaches comprising Ilnd Class Chair Car, and similar to EMUs and DMUs are used. These are considered most suitable for short distace journeys,

(iii) WDS 4 Locos are used for running Circular Railway trains, as these meet the Load and speed requirement of the trains. Higher Horse Power Locos like WDM 2 etc., used for higher load and speed are not considered suitable for such light services.

(iv) There is no programme for electrification of the Circular Railway route, at present.

(v) A work of provision of pass-way from Bidhan Nagar Road Platform No. 1 to Ultandanga Road Station, has been santioned at a cost of Rs. 14.91 lakhs.

Condemned wagons

2230. SHRI JIBON ROY; WUl the Minister of RAILWAYS be pleased to state;

(a) the number of wagon which have been condemned during the last three years; year-wise;

(b) how many of them were scrapped du_e to accidents; and

(c) whst would be the additional requirement of BG/MG wagons during the coming five years?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Information is being collected and will be laid on the Table of the Sabha.

(c) Wagon requirement is a function of volume of traffic moved, wa-I gon utilisation efficiency and overage wagon profile. The requirement

is generally assessed for five year period coinciding with Five Year Plansi and actual pifccurfemant is done on year to year assessment made at th$_e$ time of formulation of Annual Plans. The Eighth Five Year Plan (1992-97) is presently undergoing mid-term revision.

EleetriacatM offl Railway Routes

2231. SHRI RAHASBIHARl BARER: Will the Minister of RAILWAYS be pleased to state:

(a) the routes under different Zonal Railways which have not been electrified so far;

(b) whether Government propose to electrify those routes;

(c) if BO the year by which each and every railway route in the country is likely to be electrified;

(d) the projections made in this regard for Eighth Five Year Plan, and

(e) the details thereof?

■KAM.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Railway-wise position of electrification as o$_n$ 31.3.1994 is as under;-

S.	Railways	Total Foute Kms	Electri-fied	Balance
1.	Central	7076	2858	4218
2.	Eastern	4303	1366	2937
3.	Northern	10995	942	10053
4.	North Eastern	5131	..	5131
5.	Northeast Frontier	3858	..	3858
6.	Southern	7009	968	6041
7.	South Central	7218	1064	6154
8.	South Eastern	7161	2802	4359
9.	Western	9735	1793	7942
	TOTAL	62486	11793	50693

(b) and (c) The route which qualify for lectrification bared on the traffic densi.y would be taken up subject to availability of resources and relative priority from the operational point of view.

(c) and (d) As on 1-4-1994; electri-*m* works are in progress on 3333 RKMs. on the sections out of which the followings 1716 RKMs, are planned fo$_r$ completion during the remaining three years of the VHI Plan: